SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 4

FOR THE

COAST DIVISION.

To Take Effect Wednesday, February 8, 1893, at 5:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

W. H. HAYDOCK,
Div. Superintendent.

COAST DIVISION: San Francisco and San Jose.

FROM SAN FRANCISCO.

Second Class.					First Class.										DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 4, Feb. 8, 1893. STATIONS.
			33	31					23	21	19	17	15	13	11	9	5	1		
			Monterey Freight.	San Jose Freight.					Theatre Passenger.	Palo Alto Way Pass.	San Jose Express.	Palo Alto Express.	San Jose Passenger.	Del Monte Express.	Palo Alto Passenger.	San Jose Way Pass.	Mail.	New Almaden Way Pass.		
			Daily, Ex. Sat.	Daily. Ex. Sun.					Saturday Only.	Daily.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily.	Daily.	Daily.	Daily.		
									P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	A M LV	A M LV	A M LV	0.0	SAN FRANCISCO
									11.45	6.30	5.15	4.30	**3.30**	2.30	12.05	**10.40**	8.15	7.00	0.7	dn. Third Street
			P M LV 8.24	A M LV 5.00					11.49	6.34	5.19	4.34	3.33	**2.33**	12.09	10.44	8.19	7.04	1.5	Channel Street
			8.38	5.14					s 11.56	s 6.42	s 5.27	s 4.42	s 3.41	s 2.41	s 12.17	s 10.52	s 8.27	s 7.12	3.1	d. Valencia Street
			8.44	5.20					11.59	f 6.46	5.30	4.45	3.45	2.44	12.20	10.55	**s 8.33**	7.15	4.4	Bernal
			8.48	5.24					A M 12.01	f 6.48	5.32	4.47	3.48	2.46	12.22	f 10.58	8.35	7.17	5.6	Industrial School (No side track.)
			8.53	5.37					s 12.05	s 6.51	s 5.35	**s 4.50**	s 3.51	2.49	s 12.26	s 11.02	8.37	s 7.20	6.7	d. Ocean View
			9.00	**6.07**					f 12.10	s 6.57	s 5.40	f 4.54	3.55	2.52	s 12.31	s 11.07	8.40	s 7.25	8.9	d. Colma
			9.03	6.11					12.12	f 7.00	5.42	4.56	3.56	2.54	s 12.34	f 11.09	8.42	f 7.27	10.1	Emanuel
			9.05	6.13					12.13	**s 7.02**	**s 5.45**	4.57	3.57	2.55	s 12.36	f 11.10	8.43	f 7.29	10.5	Cemetery
			9.12	6.27					f 12.16	f 7.05	5.48	f 5.00	3.59	**2.57**	s 12.40	11.13	8.45	**s 7.34**	11.9	Baden
			9.20	7.00					s 12.19	s 7.08	s 5.51	s 5.04	4.02	2.59	**s 12.44**	s 11.17	s 8.48	s 7.38	13.3	d. South San Francisco
			9.26	**7.24**					f 12.23	f 7.12	5.54	s 5.08	4.06	3.02	s 12.49	f 11.20	8.51	f 7.42	14.7	San Bruno
			9.34	**7.32** / **8.06**					f 12.28	s 7.19	s 5.59	s 5.14	4.09	3.05	s 12.56	s 11.26	8.55	**s 7.49**	17.4	d. Millbrae
			9.41	8.16					f 12.31	f 7.23	6.02	f 5.18	**4.14**	3.08	f 1.01	f 11.30	8.58	f 7.53	19.7	Oak Grove
			9.48	**8.25** / **9.05**					s 12.35	s 7.29	s 6.06	**s 5.25**	s 4.18	3.10	s 1.07	**s 11.35**	**9.02** / **9.05**	**s 7.59**	21.6	d. San Mateo W
			9.56	9.17					f 12.40	f 7.36	6.11	f 5.30	4.23	3.13	f 1.13	11.40	9.09	f 8.04	24.2	Laurel Creek (No side track.)
			10.00	9.25					s 12.43	s 7.39	s 6.14	s 5.33	s 4.26	3.15	s 1.16	s 11.43	s 9.12	s 8.07	25.6	d. Belmont
			10.04	9.31					f 12.45	f 7.42	s 6.17	f 5.36	f 4.29	3.17	**s 1.21**	f 11.45	9.14	s 8.09	26.9	San Carlos
			10.11	**9.48** / **10.02**					s 12.50	s 7.47	**s 6.22**	s 5.41	s 4.34	3.20	s 1.27	s 11.50	s 9.20	s 8.14	29.0	d. Redwood
			10.21	10.16					f 12.56	f 7.53	s 6.27	s 5.46	f 4.40	3.24	f 1.33	f 11.56	9.26	f 8.20	31.3	Fair Oaks (No side track.)
			10.25 / 10.30	10.40					s 12.58	s 7.55	s 6.31	s 5.49	s 4.44	s 3.28	s 1.35	s 11.59	**s 9.31**	s 8.25	32.6	d. Menlo Park W
			10.34	10.45					**1.02** A M AR	7.59 P M AR	s 6.34	5.54 P M AR	s 4.47	3.30	1.38 P M AR	P M s 12.03	**s 9.36**	s 8.28	33.9	d. PALO ALTO
			10.39	10.50 / 11.40					.....	.....	s 6.37	.....	**s 4.53**	**3.34**	.....	s 12.07	s 9.41	**s 8.33**	35.4	d. Mayfield
			10.48	11.50					.....	.....	f 6.42	.....	f 4.58	3.37	.....	f 12.12	9.46	f 8.39	38.4	Castros (Spur track.)
			10.53	P M **12.16**					.....	.....	s 6.45	.....	s 5.01	3.39	.....	**s 12.16**	s 9.49	s 8.44	39.8	d. Mountain View W
			11.01	**12.46**					.....	.....	6.50	.....	f 5.06	3.42	.....	f 12.21	9.53	f 8.49	42.6	Murphys
			11.07	12.56					.....	.....	6.54	.....	f 5.09	3.44	.....	f 12.25	9.56	s 8.53	44.4	d. Lawrences
			11.20 / 11.35	1.25					.....	.....	s 7.01	.....	s 5.17	s 3.49	.....	**s 12.35**	s 10.03	s 9.01	48.0	d. Santa Clara
			11.40	1.30					.....	.....	7.05	.....	f 5.20	3.51	.....	f 12.41	10.06	f 9.05	49.6	College Park (No side track.)
			11.45 P M AR	1.34 P M AR					.....	.....	7.07 P M AR	.....	5.23 P M AR	3.54 P M AR	.....	12.44 P M AR	10.09 A M AR	**9.09** A M AR	50.7	d. SAN JOSE W
			Daily. Ex. Sat.	Daily. Ex. Sun.					Sunday Only.	Daily.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily.	Daily.	Daily.	Daily.		

See Rule 84, giving all west-bound trains absolute right of track over all trains of the same class running in the opposite direction. This rule does not apply to Train No. 13, which has absolute right of track over all trains except No. 14.

COAST DIVISION: San Francisco and San Jose.

TIME TABLE No. 4, Feb. 8, 1893.

TOWARD SAN FRANCISCO.

First Class.

STATIONS.	DISTANCE FROM SAN JOSE.	2 New Almaden Way Pass. Daily.	6 Mail. Daily.	10 San Jose Way Pass. Daily.	12 Palo Alto Passenger. Daily.	14 Del Monte Express. Daily. Ex. Sun.	16 San Jose Passenger. Daily, Ex. Sun.	18 Palo Alto Express. Daily, Ex. Sun.	20 San Jose Express. Daily.	22 Palo Alto Way Pass. Daily.	24 Theatre Passenger. Saturday Only.
SAN FRANCISCO	50.7	P M AR	P M AR	P M AR	P M AR	A M AR	A M AR	A M AR	A M AR	A M AR	P M AR
dn. Third Street	50.0	2.38	6.16	5.10	**3.30**	**10.40**	9.47	8.06	8.48	6.35	7.30
0.8											
Channel Street	49.2	s **2.33**	6.12	5.06	3.26	10.36	9.43	8.02	8.44	6.31	7.26
1.6											
d. Valencia Street	47.6	s 2.22	s 6.04	s 4.58	s 3.18	s 10.28	s 9.35	s 7.54	s 8.36	s 6.22	s 7.18
1.3											
Bernal	46.3	2.17	6.00	s 4.55	3.15	10.25	9.32	7.51	**8.33**	f 6.18	7.15
1.2											
Industrial School	45.1	2.14	5.57	4.52	f 3.13	10.24	9.30	7.48	8.30	6.15	7.14
1.1 (No side track.)											
d. Ocean View	44.0	s 2.10	f 5.54	s **4.50**	s 3.10	10.22	f 9.28	s 7.46	8.28	s 6.13	s 7.11
2.2											
d. Colma	41.8	s 2.03	5.48	s 4.42	f 3.04	10.17	f 9.23	s 7.40	8.23	s **6.07**	f 7.05
1.2											
Emanuel	40.6	s 1.59	5.46	f 4.40	f 3.01	10.15	9.21	7.38	8.21	f 6.05	f 7.03
0.4											
Cemetery	40.2	s 1.56	**5.45**	f 4.38	f 3.00	10.14	9.20	f 7.37	8.20	f 6.04	**7.02**
1.4											
Baden	38.8	f 1.53	5.43	f 4.35	s **2.57**	10.12	9.18	f **7.34**	f 8.18	s 6.01	7.00
1.4											
d. South San Francisco	37.4	s 1.50	5.39	s 4.31	s 2.50	10.09	f 9.15	f 7.29	s 8.14	s 5.56	s 6.56
1.4											
San Bruno	36.0	f 1.46	5.35	f 4.27	f 2.46	10.06	9.12	s **7.24**	8.10	s 5.51	f 6.53
2.7											
d. Millbrae	33.3	s 1.41	5.31	s 4.22	s 2.41	10.03	9.08	s 7.18	s **8.06**	s 5.44	s 6.48
2.3											
Oak Grove	31.0	f 1.37	5.28	s **4.14**	f 2.36	10.00	9.05	f 7.13	8.02	f 5.36	f 6.43
1.9											
d. San Mateo W.	29.1	s 1.33	s **5.25**	s 4.07	s 2.32	9.58	s **9.02**	s 7.09	s **7.59**	s 5.32	s 6.39
2.6											
Laurel Creek	26.5	f 1.27	5.20	s 4.01	f 2.25	9.54	8.56	f 7.02	7.53	s 5.24	6.32
1.4 (No side track.)											
d. Belmont	25.1	s 1.24	s 5.18	s 3.58	s 2.22	9.53	s 8.54	s 6.59	s 7.51	s 5.20	s 6.30
1.3											
San Carlos	23.8	f **1.21**	5.15	s 3.55	f 2.19	9.51	f 8.51	s 6.56	s 7.48	s 5.17	f 6.27
2.1											
d. Redwood	21.7	s 1.17	s 5.10	s 3.50	s 2.14	**9.48**	s 8.47	s 6.52	s 7.44	s 5.13	s **6.22**
2.3											
Fair Oaks	19.4	f 1.11	5.03	f 3.44	f 2.08	9.43	f 8.42	f 6.47	s 7.38	f 5.07	f 6.14
1.3 (No side track.)											
d. Menlo Park W.	18.1	s 1.09	s 5.01	s 3.42	s 2.05	s **9 41**	s 8.40	s 6.45	s 7.36	s 5.05	s 6.11
1.3											
d. PALO ALTO	16.8	s 1.04	s 4.56	s 3.37	2.00	**9.36**	s 8.36	6.49	s 7.31	5.00	6.07
1.5					P M LV			A M LV		A M LV	P M LV
d. Mayfield	15.3	s 1.01	s **4.53**	s **3.34**	.....	9.34	s **8.33**	.....	s 7.28	.....	.....
3.0											
Castros	12.3	f 12.55	4.47	3.26	.....	9.30	f 8.26	.....	7.22	.....	.....
1.4 (Spur track.)											
d. Mountain View W.	10.9	s 12.52	s 4.44	s 3.23	.....	9.28	s 8.23	.....	s **7.20**	.....	.....
2.8											
Murphys	8.1	f **12.46**	4.38	f 3.16	.....	9.25	f 8.17	.....	7.14	.....	.....
1.8											
d. Lawrences	6.3	s 12.42	4.36	s 3.13	.....	9.23	s 8.13	.....	7.11	.....	.....
3.6											
d. Santa Clara	2.7	s **12.35**	s 4.30	s 3.06	.....	s 9.17	s 8.06	.....	s 7.05	.....	.....
1.6											
College Park	1.1	f 12.32	s 4.27	f 3.02	.....	9.14	f 8.02	.....	f 7.02	.....	.....
1.1 (No side track.)											
d. SAN JOSE W.	0.0	12.30	4.24	3.00	.....	9.12	8.00	.....	7.00	.....	.....
		P M LV	P M LV	P M LV		A M LV	A M LV		A M LV		
		Daily.	Daily.	Daily.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily.	Daily.	Saturday Only.

Second Class.

STATIONS.	32 San Jose Freight. Daily. Ex. Sun.	34 Monterey Freight. Daily, Ex. Mon.
	P M AR	A M AR
Channel Street	2.00	3.05
d. Valencia Street	1.46	2.51
Bernal	1.40	2.45
Industrial School	1.36	2.41
d. Ocean View	1.32	2.37
d. Colma	1.14	2.28
Emanuel	1.01	2.25
Cemetery	12.59	2.23
Baden	12.54	2.18
d. South San Francisco	**12.44**	2.13
San Bruno	12.10	2.05
d. Millbrae	P M 11.55	1.57
Oak Grove	11.41	1.50
d. San Mateo W.	**11.35** / 10.59	1.44
Laurel Creek	10.50	1.35
d. Belmont	10.45	1.31
San Carlos	10.35	1.27
d. Redwood	10.22 / **10.02**	1.20
Fair Oaks	9.52	1.10
d. Menlo Park W.	**9.41** / **8.48**	1.06
d. PALO ALTO	8.43	**1.02**
d. Mayfield	**8.33** / **7.38**	12.54
Castros	7.29	12.44
d. Mountain View W.	**7.20** / 6.14	12.39
Murphys	6.05	12.29
d. Lawrences	5.55	12.23
d. Santa Clara	5.35	12.10 A M / 11.54
College Park	5.18	11.49
d. SAN JOSE W.	5.15	**11.45**
	A M LV	P M LV
	Daily. Ex. Sun.	Daily. Ex. Sun.

See Rule 84, giving all west-bound trains absolute right of track over all trains of the same class running in the opposite direction. This rule does not apply to Train No. 13, which has absolute right of track over all trains except No. 14.

COAST DIVISION: San Jose and Pacific Grove.

FROM SAN FRANCISCO.

2d Class.		First Class.						DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 4, Feb. 8, 1893. STATIONS.	DISTANCE FROM PACIFIC GROVE.	TOWARD SAN FRANCISCO. First Class.						2d Class.	
		33 Monterey Freight. Daily, Ex. Sun.			13 Del Monte Express. Daily, Ex. Sun.		5 Mail. Daily	1 New Almaden Way Passenger. Daily.			2 New Almaden Way Passenger. Daily.	6 Mail. Daily.	14 Del Monte Express. Daily. Ex. Sun.				34 Monterey Freight. Daily, Ex. Sun.	
					P M LV 2.30		A M LV 8.15	A M LV 7.00	00.0	SAN FRANCISCO	128.4	P M AR 2.38	P M AR 6.16	A M AR 10.40					
		A M LV 12.25			P M LV 3.58		A M LV 10.13	A M LV 9.15	50.7	d SAN JOSE W. 1.1	77.7	P M AR 12.23	P M AR 4.21	A M AR **9.09**				P M AR 10.40	
		12.34			4.03		s 10.18	s 9.21	51.8	4th St., San Jose 3.7 (No side track.)	76.6	s 12.17	s 4.16	9.04				10.30	
		1.00			**4.10**		10.23	9.30	55.5	d HILLSDALE 2.1	72.9	12.10 P M LV	s **4.10**	8.57				10.05	
		1.08			f 4.13		s 10.26	A M AR	57.6	Eden Vale 5.7	70.8		s 4.04	s 8.54				9.53	
		1.35			s 4.23		s 10.35		63.3	d Coyote W. 3.0	65.1		s 3.53	s 8.44				9.35	
	57 Gilroy Mixed. Daily, Ex. Sun.	1.44	53 Gilroy Sunday Passenger. Sunday Only.		4.27	51 Gilroy Passenger. Daily.	f 10.39		66.3	Perrys 3.0	62.1		f 3.45	8.39	50 Gilroy Passenger. Daily. Ex. Sun.	52 Gilroy Sunday Passenger. Sunday Only.	54 Tres Pinos Sunday Passenger. Sunday Only.	56 Gilroy Mixed. Daily. Ex. Sun.	9.15	
		2.05			s 4.33		s 10.45		69.3	Madrone 2.9	59.1		s 3.40	s 8.36					9.05	
		2.15			4.38		f 10.50		72.2	Tennant 2.6	56.2		f 3.33	8.30					8.44	
		2.25			4.41		f 10.56		74.8	San Martine 6.0	53.6		f 3.29	8.27					8.30	
	P M LV 4.57	2.45 / 3.30	P M LV 3.35		4.51 / 4.54	A M LV 11.10	11.05 / 11.08		80.8	d CILROY W. 2.4	47.6		3.18 / 3.11	8.18 / 8.13	A M AR 8.03	A M AR 10.35	P M AR 2.58	P M AR 2.48	8.10 / 7.17	
	5.05 P M AR	3.38	3.41 P M AR		4.57	11.18 A M AR	11.11		83.2	CARNADERO 1.2	45.2		3.07	8.10	7.57 A M LV	10.27 A M LV	2.50 P M LV	2.40 P M LV	7.08	
		3.45			4.59		f 11.13		84.4	Millers 2.8	44.0		f 3.05	8.08					7.04	
		4.10			s 5.04		s 11.19		87.2	d Sargents 4.9	41.2		s 3.00	s 8.03					6.55	
		4.30			5.13		f 11.27		92.1	Chittendens 2.8	36.3		f 2.51	7.52					6.27	
		4.45			5.18		f 11.31		94.9	Sand Cut 2.3	33.5		f 2.45	7.46					6.15	
		4.55			5.22		f 11.35		97.2	Vega 2.9	31.2		f 2.40	7.42					6.02	
		5.05 / 6.00			**5.27** / 5.32		11.41 / 11.46		100.1	d PAJARO W. 7.1	28.3		2.35 / 2.31	7.38 / 7.35					**5.50** / **4.52**	
		6.23			5.44		11.59		107.2	Elkhorn 3.2	21.2		2.18	7.24					4.30	
		6.33 / **7.40**			s 5.50		P M 12.05 / 12.10		110.4	d CASTROVILLE W. 2.1	18.0		2.13 / 2.08	s **7.20**					4.20 / 3.20	
		7.50			5.54		f 12.15		112.5	Morocojo 1.3	15.9		f 2.02	7.15					3.14	
		7.55			5.56		f 12.18		113.8	Neponset 1.7	14.6		f 2.00	7.13					3.05	
		8.00			5.58		f 12.21		115.5	Bardins 7.9	12.9		f 1.57	7.11					3.00	
		8.28			6.12		12.37		123.4	Seaside 1.6	5.0		1.39	6.55					2.28	
		8.35			s 6.15		s 12.39		125.0	d DEL MONTE 0.8	3.4		s 1.38	s 6.53					2.25	
		9.00			s 6.20		s 12.44		125.8	d Monterey W. 2.6	2.6		s 1.35	s 6.48					2.20	
		9.20			6.30		12.55		128.4	d PACIFIC GROVE W 1.8	0.0		1.20	6.35					2.00	
		A M AR			P M AR		P M AR		130.2	LAKE MAJELLA	0.0		P M LV	A M LV					P M LV	
	Daily Ex. Sun.	Daily. Ex. Sun.		Sunday Only.	Daily. Ex. Sun.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Sunday Only.	Sunday Only.	Daily. Ex. Sun.	Daily. Ex. Sun.	

See Rule 84, giving all west-bound trains absolute right of track over all trains of the same class running in the opposite direction. This rule does not apply to Train No. 13, which has absolute right of track over all trains except No. 14.

COAST DIVISION: Hillsdale and New Almaden.

From San Francisco. First Class. 41 New Almaden Mixed. Daily.	Distance from San Francisco.	TIME TABLE No. 4, Feb. 8, 1893. STATIONS.	Distance from New Almaden.	Toward San Francisco. First Class. 40 New Almaden Mixed. Daily.
A M LV 7.00	00.0	SAN FRANCISCO	63.3	P M AR 2.38
A M LV 9.45	55.5	d HILLSDALE	7.8	A M AR 11.52
	3.5			
s 9.53	59.0	Alamitos	4.3	s 11.42
	2.4			
s 10.04	61.4	Greystone W.	1.9	s 11.34
	1.9			
10.10 A M AR	63.3	d NEW ALMADEN W.	0.0	11.20 A M LV
Daily.				Daily.

COAST DIVISION: Carnadero and Tres Pinos.

From San Francisco. Second Class. 57 Gilroy Mixed. Daily, Ex. Sun.	First Class. 53 Gilroy Sun. Passenger. Sunday Only.	First Class. 51 Gilroy Passenger. Daily.	Distance from San Francisco.	TIME TABLE No. 4, Feb. 8, 1893. STATIONS.	Distance from Tres Pinos.	Toward San Francisco. First Class. 50 Gilroy Passenger. Daily, Ex. Sun.	First Class. 52 Gilroy Sun. Passenger. Sunday Only.	First Class. 54 Tres Pinos Sun. Pass. Sunday Only.	Second Class. 56 Gilroy Mixed. Daily. Ex. Sun.
P M LV 2.30		A M LV 8.15	00.0	SAN FRANCISCO	101.2	A M AR 10.40		P M AR 6.16	P M AR 6.16
P M LV 5.05	P M LV 3.41	A M LV 11.18	83.2	CARNADERO	18.0	A M AR 7.57	A M AR 10.27	P M AR 2.50	P M AR 2.40
				6.1					
5.18	f 3.55	f 11.33	89.3	Bolsa	11.9	f 7.44	f 10.14	f 2.34	2.18
				5.7					
5.33 / 5.45 f	s 4.10	s 11.59 P M	95.0	d Hollister W.	6.2	s 7.30	s 10.00	s 2.18	2.00 / 1.00
				6.2					
6.05 P M AR	4.28 P M AR	12.15 P M AR	101.2	d TRES PINOS	0.0	7.10 A M LV	9.45 A M LV	2.00 P M LV	12.40 P M LV
Daily, Ex. Sun.	Sunday Only.	Daily.				Daily Ex. Sun.	Sunday Only.	Sunday Only.	Daily. Ex. Sun.

COAST DIVISION: Pajaro and Santa Cruz.

From San Francisco. Second Class. 71 Pajaro Mixed. Daily, Ex. Sun.	Second Class. 69 Santa Cruz Mixed. Daily, Ex. Sun.	First Class. 67 Santa Cruz Sun. Exp. Sunday Only.	First Class. 65 Santa Cruz Express. Daily, Ex. Sun.	First Class. 63 Santa Cruz Passenger. Daily.	Distance from San Francisco.	TIME TABLE No. 4, Feb. 8, 1893. STATIONS.	Distance from Santa Cruz.	Toward San Francisco. First Class. 60 Pajaro Sun. Passenger. Sunday Only.	First Class. 62 Santa Cruz Express. Daily, Ex. Sun.	First Class. 64 Santa Cruz Passenger. Daily.	Second Class. 70 Santa Cruz Mixed. Daily. Ex. Sun.	Second Class. 72 Pajaro Mixed. Daily, Ex. Sun.
		P M LV 2.30	A M LV 8.15		00.0	SAN FRANCISCO	120.2	A M AR 10.40	P M AR 6.16			
P M LV 1.00	A M LV 7.50	P M LV 2.50	P M LV 5.34	A M LV 11.50	100.1	d PAJARO W.	20.1	A M AR 11.15	A M AR 7.33	P M AR 2.27	A M AR 11.21	P M AR 5.10
						1.7						
1.10	8.00	s 2.56	s 5.39	s 11.55	101.8	d Watsonville	18.4	s 11.09	s 7.27	s 2.22	11.15	5.00
						2.0						
1.16	8.06	3.00	5.43	11.59 P M	103.8	Laguna	16.4	11.04	7.22	2.17	11.02	4.46
						3.3						
1.26	8.16	f 3.07	f 5.50	f 12.06	107.1	Ellicott	13.1	f 10.56	7.15	f 2.10	10.52	4.37
						5.5						
1.58	8.45	s 3.20	s 6.02	s 12.18	112.6	d Aptos	7.6	s 10.44	s 7.04	s **1.58**	10.35	4.20
						3.2						
2.12	9.00	s 3.28	s 6.11	s 12.28	115.8	d Capitola	4.4	s 10.36	s 6.56	s 1.50	10.12	4.02
						2.8						
2.21	9.09	f 3.35	f 6.17	f 12.35	118.6	Twin Lakes	1.6	f 10.29	f 6.49	f 1.43	10.00	3.50
						0.6 No side track						
2.23	9.11	f 3.37	f 6.18	f 12.37	119.2	Seabright	1.0	f 10.28	f 6.48	f 1.42	9.58	3.48
						1.0 No side track						
2.26 P M AR	9.15 A M AR	s 3.40 P M AR	s 6.21 P M AR	s 12.40 P M AR	120.2	d SANTA CRUZ W.	0.0	s 10.25 A M LV	s 6.45 A M LV	s 1.40 P M LV	9.55 A M LV	3.45 P M LV
Daily, Ex Sun.	Daily, Ex. Sun.	Sunday Only.	Daily, Ex. Sun.	Daily.				Sunday Only.	Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily, Ex. Sun.

See Rule 84, giving all west-bound trains absolute right of track over all trains of the same class running in the opposite direction. This rule does not apply to Train No. 13, which has absolute right of track over all trains except No. 14.

COAST DIVISION: Castroville and Santa Margarita.

FROM SAN FRANCISCO.									TIME TABLE No. 4, Feb. 8, 1893.	TOWARD SAN FRANCISCO.						
Second Class.			First Class.							First Class.				Second Class.		
		91		87	85	83	81	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM SANTA MARGARITA.	82	84	86	88	92	
		S. Margarita Freight.		Salinas Passenger.	Salinas Express.	S. Margarita Passenger.	Castroville Passenger.				Castroville Passenger.	S. Margarita Passenger.	Salinas Express.	Salinas Passenger.	S. Margarita Freight.	
		Daily. Ex. Sun.		Daily. Ex. Sun.	Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.				Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	
				P M LV	A M LV						A M AR	P M AR				
				2.30	8.15			00.0	SAN FRANCISCO	236.3	10.40	6.16				
		A M LV		P M LV	P M LV	P M LV	A M LV				A M AR	P M AR	P M AR	A M AR	P M AR	
		7.45		2.20	5.52	12.30	7.25	110.4	d CASTROVILLE W.	125.9	7.10	1.50	5.30	11.55	3.10	
									3.5							
		7.52		f 2.30	f 6.02	f 12.38	f 7.35	113.9	Coopers	122.4	f 7.00	f 1.42	f 5.20	f 11.45	3.00	
									4.4							
		8.10 / 9.00		**2.40**	6.12	s 12.48	7.45	118.3	d Salinas W.	118.0	6.50	s 1.34	5.10	11.30	**2.40** / 2.00	
				P M AR	P M AR		A M AR		7.0		A M LV		P M LV	A M LV		
		9.30				f 1.04		125.3	Spences	111.0		f 1.21			1.38	
									3.9							
		10.00				s **1.14**		129.2	d Chualar	107.1		s **1.14**			**1.14**	
									6.0							
		10.45				s 1.26		135.2	d Gonzales	101.1		s 1.03			12.20	
									8.4						P M	
		11.20 P M **12.48**				s 1.43		143.6	d Soledad W.	92.7		s **12 48**			**11.20** / 10.45	
									8.8							
		1.20				s 2.06		152.4	Metz	83.9		s 12.25			10.15	
									6.5							
		1.40				f 2.19		158.9	Coburns	77.4		f 12.10			9.45	
									5.0							
		1.55 / **2.29**				s **2.29**		163.9	d Kings City W.	72.4		s 12.01 P M			9.30 / 8.50	
									8.7							
		3.19				s 2.46		172.6	d San Lucas	63.7		s 11.44			8.23	
									10.5							
		4.00				s 3.06		183.1	d San Ardo W.	53.2		s 11.25			7.35	
									6.7							
		4.20				f 3.17		189.8	Wunpost	46.5		f 11.11			7.05	
									6.4							
		4.45				s 3.32		196.2	d Bradley	40.1		s 10.57			6.42	
									11.3							
		5.40				s 3.57		207.5	d San Miguel W.	28.8		s 10.35			6.00	
									4.0							
		5.52				f 4.05		211.5	Wellsona	24.8		f 10.25			5.11	
									5.3							
		6.25				s 4.19		216.8	d PASO ROBLES	19.5		s 10.13			4.55	
									5.5							
		6.50				s 4.33		222.3	d Templeton	14.0		s 9.57			4.15	
									3.2							
		7.00				f 4.39		225.5	Asuncion	10.8		f 9.51			4.01	
									3.2							
		7.09				f 4.45		228.7	Atascadero	7.6		f 9.45			3.52	
									2.3							
		7.16				f 4.50		231.0	Paloma	5.3		f 9.40			3.45	
									5.3							
		7.32				5.00		236.3	d S. MARGARITA W.	0.0		9.30			3.30	
		P M AR				P M AR						A M LV			A M LV	
		Daily. Ex. Sun.		Daily. Ex. Sun.	Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.				Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	

See Rule 84, giving all west-bound trains absolute right of track over all trains of the same class running in the opposite direction. This rule does not apply to Train No. 13, which has absolute right of track over all trains except No. 14.

SPECIAL RULES.

Yard limits.

1. San Francisco yard limits extend from Third Street to Nineteenth Street; San Jose yard limits from Dawson Cannery Switch to Julian Street; Castroville yard limits from west switch to switch on Santa Margarita line; Monterey yard limits from Monterey Depot to Del Monte Station; Aptos yard limits between station whistling posts. Within these limits all trains must be under full control of enginemen.

Switches.

2. Switch at Carnadero must be left turned for Monterey line. Switch at Castroville must be left turned for Monterey line. Switches at Baden and San Bruno must be left turned for South San Francisco line.

Switching at Gilroy.

3. Engines must not be detached from cars while cars are moving between the north limit of the town of Gilroy and the south side of Old Gilroy Street.

Speed through cities and towns.

4. Trains will not run faster in city or town limits than the speed allowed by law, namely: San Francisco, eight miles per hour; Redwood, ten miles per hour; San Jose, ten miles per hour; Gilroy, ten miles per hour; Hollister, six miles per hour; Salinas, eight miles per hour.

Speed of freight trains.

5. Freight trains must not run at a speed exceeding one mile in three minutes unless by order of Superintendent.

Clear Del Monte Express

6. Freight trains must be on side track clear of main line *ten minutes* before Trains *No. 13* and *No. 14* are due to arrive.

Freight trains carrying passengers.

7. Freight trains on Monterey line will not carry passengers except between Pajaro and Pacific Grove.

Pacific Grove and Lake Majella.

8. During the existence of this time table, engine and crew of Train No. 34 may use main line between Pacific Grove and Lake Majella between the hours of 1.00 P. M. and 2.00 P. M. for switching cars.

Loma Prieta line.

9. On Loma Prieta line trains will run on special order only.

10. On joint track between New Almaden station and crossing of narrow gauge, Santa Cruz Division trains will have equal rights with trains of this Division. All trains between those points must be run carefully and under full control.

Trains of superior rights taking side track.

11. Exceptions to Rule 85: Trains of superior rights will take side track for opposing trains as follows:

No. 10 at Oak Grove for No. 15 and at Ocean View for No. 17;

No. 24 at Redwood for No. 19.

Trains to make special stops.

12. Trains No. 11, No. 2 and No. 12 will stop at Sholim to take or leave passengers.

Trains No. 21 and No. 22 will stop at Donalds to take or leave passengers.

Trains No. 5 and No. 6 will stop at Morganhill to take or leave passengers.

Trains No. 63 and No. 64 will stop at Leonards and New Brighton to take or leave passengers.

On Sundays Trains No. 19 and No. 20 will stop at all way stations to take or leave passengers.

On Sundays Train No. 5 will stop at Millbrae, San Carlos, Fair Oaks and Lawrences to take or leave passengers.

Train No. 6 will stop at Lawrences and Millbrae to leave passengers from stations east of Hillsdale.

Clearance cards

13. Conductors of freight trains must report at train dispatcher's office and obtain orders or clearance cards before leaving San Francisco.

San Jose yard engines.

14. *San Jose yard engines* may use [main track] between College Park and San Jose, avoiding all regular trains. Within these limits *irregular trains* will keep careful watch for yard engines and run slowly. *Both yard engines and irregular trains will approach curve at Pottery Switch with train under full control,* and sound whistle (see Rule 49).

Standard clocks are located in dispatchers' offices at San Francisco and Castroville; also at Machine Shops 16th Street, Palo Alto, ticket office San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Pacific Grove, Salinas and Santa Margarita.

In pulling out of stations brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheel slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

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